

Generally Fair.

A Great Reduction In Straws

\$2.00 Straw Hats for.....	\$1.47
\$1.50 Straw Hats for.....	97c
\$1.00 Straw Hats for.....	73c
75c Straw Hats for.....	47c
50c Straw Hats for.....	25c
Boys' 25c Straw Hats for.....	19c

This is your opportunity to buy a Hat.

THE WHEN TO THE TRADE

This is a season when it pays you to buy your Rubber Boots and Shoes early. We offer an extra inducement for the placing of early orders with us.

McKEE & CO., Indianapolis,
State Agents BOSTON RUBBER CO., Boston, Mass.

BIG 4 ROUTE

International Convention
Y. P. S. C. E.
At Cleveland, Ohio,
July 11-16.

The Big Four is the OFFICIAL ROUTE from Indiana and Illinois. SPECIAL TRAIN will leave Indianapolis

Wednesday July 11,
At 11:00 A. M. and run through to Cleveland, reaching there at 7:30 P. M., making entire trip by daylight.
Rates from Indianapolis, \$2.25 for round trip. Tickets will be sold for above special and all regular trains of July 9, 10 and 11, good to return until July 31. Further extension to Sept. 15 may be secured by depositing tickets with joint agents at Cleveland. For further particulars call on L. J. Kirkpatrick, Kokomo, Harriet J. Wishard and C. J. Buchanan, Indianapolis; also Big Four ticket offices, No. 1 East Washington street, 36 Jackson Place and Union Station, Indianapolis.
H. M. BRONSON, A. G. P. A.

The Cincinnati, Hamilton & Dayton R. R., with their CAFE DINING CAR SERVICE, and FIVE Trains each way, daily, is the most delightful route between
Indianapolis and Cincinnati.
If you want to enjoy comfort and luxury, take this SUPERB ROUTE. Ticket Office, corner Washington and Meridian streets.

MONON ROUTE

(Louisville, New Albany & Chicago Ry. Co.)

The Vestibuled Pullman Car Line

LEAVE INDIANAPOLIS.
No. 30—Chicago Limited, Pullman Vestibuled Coaches, Parlor and Dining Cars, daily.....11:50 a. m.
Arrive Chicago.....5:20 p. m.
No. 36—Chicago Night Express, Pullman Vestibuled Coaches and Sleepers daily.....12:35 a. m.
Arrive Chicago.....7:40 a. m.
No. 10—Monon Accommodation, daily except Sunday.....4:00 p. m.
ARRIVE AT INDIANAPOLIS.
No. 28—Vestibule, daily.....3:55 p. m.
No. 32—Vestibule, daily.....3:55 a. m.
No. 9—Monon Accommodation, daily except Sunday.....11:30 a. m.
Pullman Vestibule Sleepers for Chicago stands at west end Union Station and can be taken at 8:30 p. m. daily.
For further information call at Union Ticket Office, corner Washington and Meridian streets.
I. D. BALDWIN, D. P. A.

It is one thing to make money and another to keep it. Many people can do the one who are unable to do the other. They can get money but they do not have the faculty of handling it and accumulating a fortune. Most fortunes are made by growth, and that means good management. Very often men are so busy making money that they cannot inform themselves of the best methods of investment. The Union Trust Company offers its advice and experience in all matters of investment. It deals in safe securities and can offer a choice line of real estate mortgages which will yield good returns.
The company will also act as agent for persons unable to look after their own affairs. It will take charge of property and collect dividends or rents.

No. 68 East Market Street.
JOHN H. HOLLIDAY, President.
JOHN M. BUTLER, First Vice President.
HENRY EITEL, Second Vice President.
SAM'L L. LOOK, Secretary.

GREENWICH Insurance Co.
ROBT MARTINDALE & CO., Agts,
84 East Market street.

Sunday Journal

By Mail, to Any Address,

Two Dollars per Annum

ACME MILLING CO.'S
Columbia Flour.
BEST IN THE MARKET.

STRIKE TAPERING OFF

Belt Road Train Crews Are At Work Switching Freight.

St. Louis Division of Big Four and Monon Had Some Difficulty with Their Passenger Service.

NO ATTEMPTS AT VIOLENCE

Official Bulletin Shows Slightly Over One Hundred Men Out.

An Alleged Coalition of Knights of Labor and the Union Reported—Serving the Federal Injunction.

TRAIN SERVICE AT NIGHT

Late Telegrams Settle the Big Four and Monon Trouble.

St. Louis Train Gets Out—Governor Matthews Receives a Call for Aid from Lake County.

The local railway officials believe the strike is practically at an end, at least so far as Indianapolis is concerned. In their bulletin issued last night they say that only about one hundred men are now out, although the strikers claim that the number is several times this. About the Union Station yesterday and last night affairs were very quiet. The police and special deputies kept the streets cleared at both ends of the station. This had the effect of keeping curious people away, and the strikers sought to see the men they wanted at other places than about the station. Telegrams received by the railroad officials last night led them to believe that the end of the strike was at hand, and that within a day or so trains would be pulling in and out with the old-time regularity.

The St. Louis division of the Big Four, which has been tied up, will probably be open to-day. Between 11 and 12 o'clock last night a telegram from G. S. McKee, saying that the strike had been cleared up at Terre Haute, and they would get trains out at once. A telegram of like import was sent by Weitz, chairman of the Brotherhood of Locomotive Firemen, to William Ball, chairman of the local organization.

The St. Louis mail train, No. 7, due to leave here at 11:45, was about to be tied up in the depot. The fireman had stated that he would not take out anything but the mail cars. When the time for the train to leave arrived the engineer coupled up, but the fireman still refused to go. At 1 o'clock this was the condition, but the fireman changed his mind and concluded to go out. The train started, but did not get out of the depot when it stopped and returned. The fireman said he had changed his mind, as he was doubtful of the authenticity of the telegram received by Master Mechanic Garstang. Two firemen of the Chicago division then endorsed the message and gave it to him, and at 1:10 the train left the depot.

At a late hour Superintendent Van Winkle of the Chicago road received a telegram saying that the firemen and brakemen at Mattoon had held a meeting and at 11 o'clock had decided to declare the strike off. This point has been the seat of war on the St. Louis division, and it was here that most of the trains on this division were held up.

Assistant Superintendent Houghton telegraphed from Chicago that trains were moving in and out there without any trouble, and that there was not a man along the Illinois Central tracks, except the Big Four enters Chicago. Telegrams were also received announcing the release of the Chicago & Erie train at Hammond, which had been held there since morning. The telegram announced that the Illinois Central engineers had gone back to work, and that the main portion of the firemen had signified their willingness to return. It was said that the Wabash had two hundred engineers from whom it could take its choice of men.

It was reported that an attempt was being made by the local strikers to induce the firemen on the Chicago division of the Big Four to go out, but in this they were unsuccessful, as the train on that division pulled out on time last night.

During the day a number of the passengers who were held over in this city by the stoppage of the Monon trains, applied at the company's ticket office to have their money refunded or to be given transportation over some other route. They were all told that a train would be taken out during the afternoon and all were transferred to the train that left late in the evening. A special train was sent out to Mattoon to serve some papers on strikers there waited about the Union Station till the express matter was removed from the train as it stood upon the side track, and then left the station, taking this as evidence that the train would not go out. Within about a half hour after he left, arrangements were made by which the train was moved and he missed the train. A deputy marshal was sent to Hammond, last night, to serve additional papers upon the strikers at that place.

The Monon train due to leave at 12:35 this morning was again held at the station. It came in somewhat over one hour late. George W. Chase, the fireman, positively refused to take out the train with Pullman sleepers attached. The Monon officials telegraphed the grievance committee of the firemen's brotherhood seeking some sort of an arrangement by which the train could be sent out but received no answer up to 2:30 this morning.

THE OFFICIAL BULLETIN.
Railroad Managers Exhibit the Conditions on the Various Lines.

The Railroad Officers' Association, composed of the highest officers in this city, centers here, issued the following bulletin last night of the conditions existing on the various lines:

"The situation at Indianapolis, from noon to 6 p. m., July 4, shows a great improvement on the ten lines, as given below. Four lines have full complement of men, while at noon all lines except the Vandalia and L. & E. W. had from one to forty-three men out. A boxcar yesterday was taken out of the service of the Monon by the L. & E. W. and was replaced by other men at noon, July 2.

road men. The former had nine road men out and the latter six.

NUMBER OF MEN OUT JULY 4.

Big Four.....	19:30 a. m. 6 p. m.
Peoria & Eastern.....	9 9
Monon.....	1 3
C. H. & W.....	0 0
L. & E. W.....	0 0
L. & E. W. & St. L.....	15 15
Vandalia.....	0 0
L. & V.....	0 0
Belt.....	60 20
Totals.....	156 102

Belts and Union Railway passenger and freight trains moving as usual. The twenty-one switchmen who went out July 2 were promptly replaced. I. & V.—All trains moving as usual and no disturbance of any kind.

Big Four—Forty-three Indianapolis men out.

P. & E.—The condition of the P. & E. has slightly improved. The Union Station firemen went out. Have moved all trains promptly.

Vandalia—No men out at Indianapolis. All trains at this point handled as usual.

L. & E. W.—All trains running. Men who were persuaded or intimidated to stop work have returned to their posts.

Monon—The engineers and firemen, at a meeting held in Lafayette July 4, agreed to stand by their contract made May 15, 1894, they having no grievances, and handle all trains. Monon passenger trains were delayed on account of the refusal of an engineer and fireman to handle Pullman cars. This line expects to have no further trouble with its train service.

L. & E. W.—Moving all trains. Belts and Union Railway passenger and freight trains moving as usual. The twenty-one switchmen who went out July 2 were promptly replaced.

Most of the Men Return to Work—Six Engines Running.

Superintendent A. A. Zion said yesterday afternoon that so far as the Union Railway Company was concerned it was ready and able now to handle all freight that came from the city. At noon the crews who had been out returned to their work. This was due to a proclamation issued by the company and posted conspicuously about the property of the company. In this proclamation it was announced that all men who applied for work by noon would be taken back, but those who refused to make application would be deemed to have left the employ of the company and would not be taken back.

When this proclamation was read the men called a meeting at Cook's Hall, in West Indianapolis. The meeting was a long one, and some heated speeches were made both for and against remaining out. The majority of the men seemed to favor remaining out, but the six crews mentioned desired to return. They reported at the office of the train dispatcher a few minutes before noon and were told to bring up their engines. They were followed by a crowd of those who had refused to return, and every possible effort was made to induce the men not to return. While this was going on a street car containing about twenty-five special deputy marshals arrived at the stockyards and marched down the track. As soon as the men saw the marshals they ceased their efforts to induce the others not to return.

They were told that they would be liable to arrest for trespass if they came upon the right of way of the company and immediately went to a street crossing, where they congregated. Yesterday afternoon the men returned to their work, but the company refused to take them back. He was the first man to go out, but the company thinks is largely responsible for the other having quit, and consequently would not take him back. The men who returned were sent with each engine as it did its switching. Mr. Zion said they were told that the freight that was brought to them. He said some of the men who returned to work were told that the American Railway Union. The request for the night men on the Belt to report at 6 o'clock yesterday evening was complied with. The purpose of ascertaining who of the number were willing to go to work if provided for them.

All of the switchmen on the Union tracks were returned to work yesterday. This one returned to work, but the company refused to take him back. He was the first man to go out, but the company thinks is largely responsible for the other having quit, and consequently would not take him back. The men who returned were sent with each engine as it did its switching. Mr. Zion said they were told that the freight that was brought to them. He said some of the men who returned to work were told that the American Railway Union. The request for the night men on the Belt to report at 6 o'clock yesterday evening was complied with. The purpose of ascertaining who of the number were willing to go to work if provided for them.

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Chicago arrived on the Monon and the engine was attached to the belated passenger. The engineer is yet loyal to the road and made no attempt to the order to go at once.

At 11:30 in the morning the Monon officials were thwarted in their effort to send out train No. 30. The train carried no sleepers, but the coaches were well filled, and when it was learned that the cars were being tied up an avalanche of indignation was showered upon the defenseless shoulders of conductor Horn. It was not known until 1:40 that the train was to be held. Engineer Edmondson steamed down to the L. & E. W. yards for fuel and water at 11 o'clock, where he found fireman Brooks in an alarming state of rebellion. Brooks avowed that he would not feed the fiery mouth of the monster mogul. Threats and persuasion were alike impotent and the yardmaster stirred himself to find another stoker. Succeeded, but the sight of the new man threw engineer Edmondson into a state of mutiny. He informed the officials that the train was held up by a man with a man who was not of the guild and he would be compelled to keep his engine in the yards. Efforts to find a fireman who would conform with the engineer's exactions were made, but the officials decided to let the train. Just why fireman Brooks refused to go out with his engine the officials were unable to get out of the city one who suffered keenly from the tie-up was Deputy United States Marshal Stewart. The deputy was on hands early yesterday morning with a whole pocketful of restraining orders which he was sworn to serve upon the strikers. He was on hands early yesterday morning with a whole pocketful of restraining orders which he was sworn to serve upon the strikers. He was on hands early yesterday morning with a whole pocketful of restraining orders which he was sworn to serve upon the strikers.

The St. Louis train of the Big Four, scheduled to leave the Union Station at 1:30 o'clock yesterday morning, it should have arrived at 2:30 o'clock Tuesday, but was tied up at Mattoon, Ill., by strikers. The train in here yesterday bearing a corpse consigned to one of the New York roads. The strikers claimed that they allowed the train to depart from Mattoon on the solicitation of the funeral party, which occupied one of the coaches. The Vandalia, which arrived at the Union Station at 1:30 o'clock, arrived at 2:30 o'clock Tuesday, but was tied up at Mattoon, Ill., by strikers. The train in here yesterday bearing a corpse consigned to one of the New York roads. The strikers claimed that they allowed the train to depart from Mattoon on the solicitation of the funeral party, which occupied one of the coaches. The Vandalia, which arrived at the Union Station at 1:30 o'clock, arrived at 2:30 o'clock Tuesday, but was tied up at Mattoon, Ill., by strikers. 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